



STAFF REPORT

Planning Commission Meeting: May 11, 2026

Application:	PR26-0009: Revised Preliminary Site Development Plans for I-35 Logistics Park, Buildings 5 & 6		
Location:	Southwest of W. 155 th Street and Old 56 Highway (Clare Road)		
Owner/Developer:	Cam Duff, Scannell Properties #476 LLC		
Applicant/Engineer:	Seth Reece, Olsson		
Staff Contact:	Nathan Jurey, AICP, Senior Planner		
Site Area:	<u>53.72 ± acres</u>	Existing Zoning:	<u>M-2 (General Industrial) District</u>
Building Area:	<u>1,028,128 sq. ft.</u>	Existing Use:	<u>Undeveloped</u>
Plat:	<u>Unplatted</u>	Proposed Use:	<u>Warehouse, Storage, Wholesale & Distribution Facility</u>

1. Introduction

The applicant requests approval of a revised preliminary site development plan for a 54-acre property within the I-35 Logistics Park that is located southwest of 155th Street and Old 56 Highway. The proposal includes two (2) industrial warehouse buildings (Buildings 5 and 6) with a total building area of approximately 1.03 million square feet. Construction of Building 5, a 648,128 square foot building, is expected to start this spring with Building 6, the smaller 380,000 square foot building, to be built as the market demands. A separate agenda item (FP26-0007) requesting final plat approval for this property is included in the agenda packet. A revised preliminary development plan is required per UDO 18.30.120.A to consider two (2) buildings on the subject property as the site is currently approved for one (1) building.

2. History

The subject property was annexed into the City of Olathe (Ord. 88-116) and rezoned to the M-2 District (RZ-31-88) in 1988. In 2014, additional land area was annexed (Ord. 14-30) and rezoned to the M-2 District to enlarge the previously approved I-35 Logistics Park project (RZ14-0007). In 2020, a revised preliminary development plan was approved (PR20-0009) for four (4) buildings with a total area of 2.68 million square feet. In 2022, another revised preliminary development plan (PR21-0018) was approved for five (5) warehouse buildings with a total area of 3.46 million square feet, including a single 1.2 million square foot building on the subject site (Building 5).

Buildings 1 and 2 received final plat and final plan approval and were built in 2022. Building 4 also received final plat and final plan approval and was built in 2024. Building 3 and the subject property (Building 5) are both unplatted and undeveloped. The subject property still holds preliminary development plan approval for Building 5, a 1.2 million square foot industrial warehouse building.



The subject property is outlined in yellow and the I-35 Logistics Park development in red.

3. Existing Conditions

The subject 54-acre property is bound by Old 56 Highway (Clare Road) to the east, 155th Street to the north, Mize Road to the west, and 156th Place and Lot 6 of I-35 Logistics Park 6th Plat to the south. The highest point is near the center of the property and slopes down in all four directions toward the roads. Dirt spoils from previous phases of development are found along the south of the site. There are no significant trees that exist on site.



View of the subject property looking southwest from 155th Street and Old 56 Highway.

4. Zoning Standards

- a. **Land Use** – The proposed *warehouse, storage, wholesale and distribution facility* use is allowed by right in the M-2 District.
- b. **Building Height** – Building heights within the M-2 District are limited to 55 feet and both proposed buildings are 54 feet tall at their highest point.
- c. **Setbacks** – All proposed buildings and paving areas are setback at least 30 feet from street right-of-way and 10 feet from all other property lines, complying with the required setbacks for the M-2 District.
- d. **Open Space** – Lots 8 and 9 provide 18% and 21% of the net site area as open space respectively, exceeding the minimum requirement of 15% in the M-2 District.

5. Development Standards

- a. **Phasing** – The developer intends to start construction on Building 5 in spring 2026 and will pursue construction of Building 6 based on market demand.
- b. **Access/Streets** – The development takes access from 155th Street, Mize Road, and 156th Place, all of which are existing industrial collector roads and no access to Old 56 Highway is proposed. No additional street right-of-way dedication is required to accommodate this development. Public sidewalk will be installed with this project along all street frontages as required by UDO.
- c. **Parking** – Generally, the UDO requires warehouse developments to provide a minimum of one (1) parking stall per 1,500 square feet of building area. A total of 686 parking stalls are proposed, meeting the minimum of 685 stalls. As these are speculative warehouses, the developer will install 501 stalls initially with 185 deferred parking stalls to be installed in the future if needed for a specific tenant.
- d. **Landscaping/Screening** – Street trees, nonresidential landscaping, and perimeter parking lot landscaping is provided along all public streets as required by UDO 18.30.130. A Type 1 Buffer is provided south of Building 6. Internally, the development provides at least one (1) tree per landscape island and the required building foundation landscaping along primary façades that front a parking lot. The trash service area and utility screening will be further refined as the construction plans are finalized.
- e. **Stormwater/Detention** – The development complies with the stormwater requirements of Title 17. This site utilizes two (2) existing regional detention facilities constructed with Buildings 1 and 2 of the I-35 Logistics Park to the southeast and southwest of the site. A new stormwater basin is proposed in the northeast corner of the site to detain stormwater that is conveyed in that direction. Stormwater draining to the existing stream corridor northwest of the site is limited to pre-development levels.
- f. **Public Utilities** – The property is in the City of Olathe sanitary sewer and water service areas and will connect to existing infrastructure located along the existing road network.

6. Site Design Standards

The property is subject to the Site Design Category 6 requirements based on the Industrial Area designation in the Plan Olathe Future Land Use Map. The following is a summary of the applicable site design requirements:

- a. **Parking Pods** – The largest proposed parking pod includes 106 stalls, which complies with the maximum allowance of 320 stalls per pod.

- b. **Drainage Feature** – Detention areas visible to the public must be designed as an attractive amenity as prescribed by UDO. The proposed detention basin in the northeast corner of the site is an extensively landscaped basin as prescribed by the UDO.
- c. **Increased Setback** – The building is setback over 160 feet from Old 56 Highway, exceeding the minimum setback of 50 feet from arterial streets.
- d. **Perimeter Landscaping** – A 50-foot-wide landscape buffer is provided along Old 56 Highway to the east, meeting the requirement to provide the prescribed landscape buffer along arterial roads.

7. Building Design Standards

The proposed warehouse buildings are subject to the Industrial Building design standards according to UDO Section 18.15.020.G.10. Building 5 is 648,128 square feet in size and all four (4) elevations are considered primary façades. Building 6 is 380,000 square feet in size and the north, east, and west elevations are classified as primary façades with only the south elevation classified as a secondary façade. Both buildings are one-story and match the exterior materials, design and gray color scheme used for the existing buildings located to the south in the I-35 Logistics Park. The following table lists the applicable building design standards and proposed design elements.

Building Design Standard	<i>UDO Design Requirements</i> Proposed Design
<i>Building Entryway</i>	<i>The main common building entry must be defined with a covered projection from the façade or by a recessed area.</i> A 4-foot-deep canopy projects from the façade of each main common building entry.
<i>Garage and Overhead Doors</i>	<i>Garage and overhead doors may only face local and collector streets, unless screened from view.</i> The proposed overhead dock doors only face industrial collector streets. Dock doors are also screened from view from the internal collector streets using landscaping as previously approved within I-35 Logistics Park and a screen wall with landscaping was added at the northeast corner of Building 6 to improve screening from arterial streets.
<i>Façade Articulation</i>	<i>Each primary façade must be divided into façade bays that are no greater than 100 feet in width through a combination of horizontal and vertical wall articulation.</i> The east and west primary elevations of Buildings 5 and 6 provide the required horizontal and vertical articulation at least once for every 100 feet of façade length to comply with Code. The north and south elevations of Building 5 and the north elevation of Building 6 do not provide the required horizontal and vertical articulation within loading dock areas and the applicant is requesting a waiver from this requirement for these façades. See Section 9 below for an analysis of this request.

<i>Special Articulation</i>	<i>Buildings less than three (3) stories in height must include tower elements or special vertical articulation to bookend the building or anchor the main entry.</i> A tower element with storefront glazing is proposed at the four (4) corners of each building to bookend the building, complying with UDO requirements.
-----------------------------	--

Proposed Building Materials

The buildings are clad with a combination of Class 1 dark gray form-liner concrete and clear glass materials and a Class 3 texture painted concrete proposed in a selection of gray tones. Both buildings use at least two (2) different Class 1 materials on all façades, meeting Industrial Building design standards. Class 1 materials cover between 14-41% of all primary façades with glass at 6-13%, whereas the UDO requires a minimum of 75% Class 1 and 2 materials and 15% glass. The applicant has requested a waiver to reduce the amount of Class 1 and 2 materials and glass required on primary façades (see Section 9 for Waiver analysis).

The only secondary façade, the south elevation of Building 6, is clad with 94% Class 1 and 3 materials, exceeding the requirement to use a minimum of 40% Class 1, 2 and 3 materials. As for roofing, both buildings use a Class 2 nonvisible membrane roofing material, complying with UDO requirements.

8. Neighborhood Notice

A neighborhood meeting was not required with this application as no residential development is located within the notification area. Notice was provided to all property owners within 500 feet as required by the UDO. Staff has not received any public correspondence regarding this proposal.

9. Proximity to Airport

The subject property is located within one-mile of New Century Airport and is therefore subject to review by the Johnson County Airport Commission and the Johnson County Board of County Commissioners. A stipulation is included in staff's recommendation requiring this development to obtain County approvals prior to full building permit issuance.

10. Waiver Request

Section 18.40.240 of the UDO provides a mechanism for waivers to be considered when unnecessary hardships can be demonstrated or where the exception would result in superior design. The applicant has submitted a justification statement for waiver requests for façade articulation and building material and glass requirements identified below. The justification statement from the applicant is included within this packet.

- a. **Façade Articulation:** UDO 18.15.020.G.10.a.4, which requires that primary façades must be divided into façade bays using both a prescribed horizontal articulation technique and a four (4) foot variation in building height at least once every 100 feet. The north and south (loading dock) primary facades of Buildings 5 and 6 provide a two (2) foot variation in building height once every 54 feet and no horizontal articulation within the loading dock area.
- b. **Building Materials:** UDO 18.15.020.G.10.a-b, which requires that a minimum of 75% Class 1 and 2 materials is used on primary façades with a minimum of 15% glass on the first floor. The primary façades of Buildings 5 and 6 use between 14-41% Class 1 materials and 6-13% glass.

Staff is supportive of the requested waivers as high-quality design alternatives are proposed with no negative impacts to residential properties. In addition, staff worked with the applicant to understand the impacts that UDO building design standards have on the functionality of the proposed buildings. In addition, this request is consistent with previous approvals within the development.

Regarding façade articulation, the requirement to provide horizontal articulation interferes with building functionality along loading dock areas. Horizontal articulation (i.e. building projections) creates a higher risk of building damage as trucks back into the loading docks. Staff is supportive of the alternative, quality building design proposed by the applicant to provide two-feet of vertical articulation every 54 feet in lieu of the required combination of horizontal and vertical articulation every 100 feet.

Regarding building materials, in lieu of the 75% Class 1 and 2 materials primary façade requirement, the proposed Class 3 concrete panels will be enhanced with textured-paint and recessed reveals. This enhanced Class 3 material plus the Class 1 glass and form-liner concrete covers 92-99% of all primary and secondary facades. As for the 15% glass requirement, the applicant states that using glass in warehouse areas creates safety issues due to the operation of forklifts and similar equipment and introduces sunlight that may damage light-sensitive products in storage. The buildings provide between 6-13% glass on primary façades with significant glass included along the office areas and limited clerestory windows within warehouse areas. In lieu of glass, large façades are broken up using a color scheme that creates the appearance of multiple high-quality materials.

11. Staff Recommendation

- A. Staff recommends approval of the preliminary site development plans for PR26-0009, I-35 Logistics Park Buildings 5 and 6, with the following stipulations:
 1. A waiver is granted from UDO 18.15.020.G.10.a.4 to allow a two (2) foot variation in building height once every 54 feet on Buildings 5 & 6, in lieu of the required combination of horizontal and vertical articulation every 100 feet as depicted in the elevations submitted on April 29, 2026.
 2. A waiver is granted from UDO 18.15.020.G.10.a-b to allow 92-99% Class 1, 2 and 3 and 6-13% glass on primary and secondary façades of Buildings 5 & 6, in lieu of the required 75% Class 1 and 2 and 15% glass on primary façades as depicted in the elevations submitted on April 29, 2026.
 3. The Johnson County Airport Commission and Board of County Commissioners must approve this development prior to full issuance of a building permit.